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***VIA HAND DELIVERY***

Mr. James Wasilak  
Chief of Planning  
City of Rockville  
111 Maryland Avenue, Room 217  
Rockville, Maryland 20850

Re: Twinbrook Metro Center – Pre-Application Submission Project Narrative for  
Redevelopment of 1592 Rockville Pike (the “Property”)

Dear Mr. Wasilak:

On behalf of Twinbrook Partners and Northwestern Mutual Life Insurance (collectively the “Applicant”), please find enclosed a completed application for a Pre-Application Meeting and the required pre-application submissions (“Application”) pursuant to Section 25.07.08.1 of the City of Rockville (“City”) Zoning Ordinance (“Zoning Ordinance”). Following acceptance and review of this Application and with the level of detail that the Applicant has provided with this initial application, the Applicant will quickly and seamlessly file a Project Plan Application (“Project Plan Application”) pursuant to Section 25.07.08.3 of the Zoning Ordinance in order to timely deliver a new development to a recovering economy and market.

The Property is zoned Mixed-Use Transit District (“MXTD”) and is located within the boundaries of the 1989 Rockville Pike Corridor Neighborhood Plan (“1989 Plan”).<sup>1</sup> The Property is approximately 6.75 acres in size and is bounded by Rockville Pike to the west, the WMATA train tracks to the east, the Diener Property to the south and Parcel N160 to the north. The Property is currently improved with single-story commercial uses and surface parking. The surrounding properties are similarly commercial in nature and use.

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<sup>1</sup>The Property is located within the boundary area of the “Rockville Pike: Envision a Great Place” plan, which proposes to update the 1989 Plan (“Draft 2011 Pike Plan”) and was published for public review on December 27, 2010. It is not anticipated that the Draft 2011 Pike Plan will be adopted by the time the Application is approved, and, accordingly, the Application is governed by the existing zoning and the 1989 Plan. However, as discussed in more depth below, the Project will nevertheless be generally consistent with the “Development Principles” of the Draft 2011 Pike Plan.

location” composed of buildings “1”, “2”, “3” “4” and “5” as shown on the enclosed “Preliminary Site Plan (for Pre-Application Meeting)” (the “Site Plan”) and described in detail herein (the “Project”). The Project is proposed to have a mix of office, retail, health club, restaurant and residential uses, and the programming calculations are detailed in the Development Data Table included on Sheet “1” of the Site Plan. To activate Rockville Pike, the Project provides a landscaped, pedestrian promenade as well as retail, office and hotel uses along its western border, stepping up to more density-intensive residential uses along its eastern border with the WMATA tracks. Ground floor retail will be included in all buildings, and the Project proposes to satisfy the City’s open space, public space, forest conservation and energy conservation requirements. To supplement the existing Rockville Pike street grid, the Applicant proposes to construct a new east-west Festival Street connector road (“Festival Street”) and a north-south extension of Chapman Avenue (“Chapman Avenue extension”).

1. Background on the Property

Located just 600-feet from the Metro entrance at Twinbrook Station, the Property is ideally situated for a well-designed and animated transit-oriented, mixed-use “place”. The Property is a short ride north or south on Metro’s Red Line to downtown Rockville, NIH, and Bethesda, or downtown Washington, D.C. The Property is also within easy walking distance to significant office and retail concentrations and enjoys excellent access in all directions via major arterials, such as Twinbrook Parkway, Rockville Pike, Montrose Road and Viers Mill Road.

The Property is currently improved with approximately 80,000 s.f. of single-story retail, including Fuddruckers, Pier-1 Imports and Calico Corners and 20, 000 s.f. of office uses. Surface parking covers the remaining approximately 150,000 s.f. of the Property.

2. Description of the Project

As referenced above, the Applicant proposes a complete redevelopment of the Property by creating a street grid and constructing a mixed-use, transit-oriented development to convert the Twinbrook Metro Station into a live, work, play destination. Ground floor retail will be provided in all five buildings, and the Applicant proposes a pedestrian promenade along Rockville Pike.

Buildings “1” – “4” will be located west of the proposed Chapman Avenue extension. Buildings “1” and “2” will be constructed on the southern section of the Property. Building “1” is proposed to be a 10-story (approximately 125-foot) office building along Rockville Pike, and Building “2” will be a 10 to 14-story (approximately 147-foot maximum) residential building along the Chapman Avenue extension. Buildings “1” and “2” will be constructed over underground parking and will wrap around an above ground parking structure. Buildings “3” and “4” will be constructed on the northern section of the Property. Building “3” is proposed to be a 10-story (approximately 106-foot) hotel along Rockville Pike, and Building “4” will be a 14-story (approximately 144-foot) residential building along the Chapman Avenue extension. Buildings “3” and “4” will be served by underground parking.

East of the Chapman Street Extension, the Applicant proposes Building “5” as a 13-story (approximately 135-foot) residential building. Building “5” will be constructed over underground parking and will be designed to wrap around an above-ground parking structure.

While architectural design and building materials are very conceptual at this point, it is anticipated that all buildings will be constructed in masonry, glass, steel and concrete. The heights and massing will be pedestrian-oriented in nature, with lower heights along the streetscape façade stepping back to greater heights above the third and fourth stories. The Applicant further proposes a landscaped promenade along Rockville Pike as well as pedestrian-friendly retail locations on the Festival Street and Chapman Avenue extension streetscapes. Additionally, the Applicant proposes private, residential amenity spaces and green roofs on the lower levels of the residential buildings.

3. The Project satisfies the Project Plan Requirements<sup>2</sup>

Pursuant to Section 25.07.01.b.2 of the Zoning Ordinance, for a Project Plan to be approved, the Mayor and Council must determine that the application will not:

- (a) Adversely affect the health or safety of persons residing or working in the neighborhood of the proposed development;
- (b) Be detrimental to the public welfare or injurious to property or improvements in the neighborhood;
- (c) Overburden existing and programmed public facilities as set forth in Article 20 of this Chapter and as provided in the adopted Adequate Public Facilities Standards;
- (d) Constitute a violation of any provision of this Code or other applicable law;
- (e) Adversely affect the natural resources or environment of the City or surrounding areas;
- (f) Be in conflict with the Plan; or
- (g) Be incompatible with the surrounding uses or properties.

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<sup>2</sup> The Mayor and Council recently introduced a Zoning Text Amendment (“ZTA”) to amend the project plan standards. For the purposes of this submission, we will use the existing project plan standards because the City has not yet adopted or implemented the changes recommended in that ZTA.

As will be discussed more fully below and again in greater detail with the subsequent Project Plan Application, the Project satisfies these requirements, and therefore, the Project Plan Application should be approved.

**A. Adversely affect the health or safety of persons residing or working in the neighborhood of the proposed development.**

The Project will have no adverse impact on the health or safety of persons residing or working in the area including the Property. As a preliminary matter, there are no single-family residential neighborhoods adjacent to the Property. Rather, the Property is immediately surrounded by commercial uses along Rockville Pike and is separated from the closest substantial single-family residential neighborhood by the WMATA tracks and the Lewis Avenue commercial development.<sup>3</sup>

Residents of the City and employees working in the area of the Property will benefit from the increased pedestrian connectivity between Rockville Pike and the Twinbrook Metro Station that will be provided by the Project. Specifically, the Applicant intends to construct sidewalks along Festival Street and the Chapman Avenue extension to create attractive, safe and walkable linkages between Rockville Pike and the transit hub.

Furthermore, the Project will also increase green and open space along Rockville Pike and in such manner, benefit the health and welfare of persons residing or working in the neighborhood of the proposed development. The proposed design includes a landscape buffer along Rockville Pike coupled with street trees and ground plantings along Festival Street and the Chapman Avenue extension. These plantings will provide shading and will transform this corridor into a visual amenity. Furthermore, the Project will comply with the City's stormwater management, green building and forest conservation standards, all to the benefit of area residents, workers and visitors.

**B. Be detrimental to the public welfare or injurious to property or improvements in the neighborhood.**

The Project will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood, and instead will be a significant enhancement to the public health, safety and welfare. Importantly, the Project will redevelop an antiquated retail and surface parking use into a modern, transit-oriented, mixed-use development consistent with the vision and recommendations of the MXTD Zone and the 1989 Plan, as more fully described below. In total, the Project will provide open and public use space in excess of the City's requirements. This combination of open and public use space includes a landscaped buffer along Rockville Pike as well as programmed sidewalks and pedestrian-oriented retail along Festival Street and the Chapman Avenue extension. The public will certainly benefit from the green

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<sup>3</sup> Indeed, the closest "residents" are the tenants living in JBG's Alaire, itself a transit-oriented, mixed-use environment.

respite and walkable public use space proposed. In addition, the construction of Festival Street and the Chapman Avenue extension will create additional pedestrian and vehicular linkages to the Twinbrook Metro Station and help the City create a true street grid in the South Pike location. These infrastructure improvements are anticipated to divert traffic away from certain intersections along Rockville Pike. All of these public benefits will be further steps in improving the appearance, functionality and value of this stretch of Rockville Pike and will directly benefit the public welfare.

**C. Overburden existing and programmed public facilities as set forth in Article 20 of this Chapter and as provided in the adopted Adequate Public Facilities Standards**

The Project satisfies the City's Adequate Public Facilities Ordinance ("APFO") at Sections 25.20.01-04 of the Zoning Ordinance and the accompanying Adequate Public Facilities Standards ("APFS") because sufficient school, fire and rescue and water sewer capacity already exist and are adequate to accommodate the additional impacts of the Project. Furthermore, the Applicant's infrastructure improvements and other mitigation measures will mitigate the transportation impact of the Project as required by the APFO, APFS and Comprehensive Traffic Review ("CTR").

First, in regards to school capacity, the Property is located in the Walter Johnson school cluster, and its students would be assigned to Farmland Elementary School, Tilden Middle School and Walter Johnson High School. The FY 2011 and FY 2012 City of Rockville School tests project sufficient capacity at all three schools, and with the additional students generated by the Project, the 110% school capacity threshold will not be exceeded. Accordingly, the Project satisfies the APFO and APFS School Capacity requirements.

Next, the Project will also satisfy the APFO and APFS requirements for fire and emergency service protection as well as water and sewer service. In terms of fire and emergency service, the residential units will be sprinklered, mitigating the need for the Property to be accessible by fire engines from at least three separate fire stations within a 10-minute time period. That said, fire and emergency services will be able to access the Project rapidly because the Property is located .3 miles from Station 23 at 121 Rollins Avenue and within 2 miles of Station 3 at 380 Hungerford Drive and Station 21 at 12500 Viers Mill Road. In regards to water and sewer, the total water and sewer demand of the Project will not exceed available supply provided through existing water and sewer services.

Finally, the Project will mitigate its transportation impacts as required by the APFO and APFS by enhancing the street grid and through other necessary mitigation to be agreed upon by the Applicant and City Staff through the CTR process. As an initial matter, up to 30% of the Project's total trips can be mitigated by the mixed-use nature of the Project and its proximity to transit. Furthermore, as will be shown in the Applicant's Comprehensive Traffic Report to be submitted with the Project Plan Application, we anticipate the construction of Festival Street, the

Chapman Avenue extension and other necessary improvements will mitigate the transportation impact of this proposed development as required by the APFO, APFS and CTR.

**D. Constitute a violation of any provision of this Code or other applicable law.**

**I. The Project satisfies the requirements of the Zoning Ordinance.**

The Property is zoned MXTD, which permits the proposed uses. Furthermore, as shown in the chart below, the Project satisfies the development standards of the MXTD Zone as detailed in Sections 25.13.05.b.1 and 25.13.05.b. 2(a)ii of the Zoning Ordinance:

<b>Standard</b>	<b>Required</b>	<b>Proposed in Project<sup>4</sup></b>
Lot Coverage	Maximum of 80% of net lot area	55%
Open Space	15% of net lot area	20%
Public Use	10% of net lot area	15%
Height	120', but can be increased to 150' under the following conditions: (A) The public use space requirement must be provided on the site; (B) The building footprint cannot occupy more than 80% of the next lot area; (C) The building design exceeds the urban design recommendations of the applicable master plan; and (D) The building must exceed any energy conservations standards set forth in this Code.	Ranging from approximately 106 feet to 147 feet. <sup>5</sup>

<sup>4</sup> Lot Coverage, Open Space and Public Use Space calculations are based on the net lot area of the Property.

<sup>5</sup> The proposed buildings with heights in excess of 120-feet satisfy the Zoning Ordinance because the Project (A) provides more than the required 10% public use space on-site; (B) proposes less than the maximum building coverage; (C) exceeds the urban design recommendations of the 1989 Plan by creating an active, retail-oriented street edge along Rockville Pike and lining secondary streets with residential and retail (*See* 1989 Plan pages 96-100); and (D) will exceed the City's established energy conservation standards for those buildings.

In addition, the Project will also satisfy the special design regulations for the MTXD zone established in Section 25.13.07.a.1-6 of the Zoning Ordinance as follows:

*Section 25.13.07.a.1: Building Location – In order to meet the intent of the Master Plan, buildings in the MXTD Zone should be located at the front property line(s), including corner lots, or the build-to line where established by the Plan. Access to the rear, if required, should be via alleys. If access is required from the front, the driveway entry should be a portal penetrating the façade of the building. The continuity of the building façade must be maintained above the drive entry.*

The buildings along Rockville Pike are proposed to be constructed to the 135-foot build-to-line established in the 1989 Plan. All rear access will be provided via alleys. No access is required from the front, so no front portal is required.

*Section 25.13.07.a.2: Uses by Floor – The ground floor must contain retail or public-related service uses along those streets designated in the Master Plan as major pedestrian spines. Ground floor retail is the preferred use along other streets, but is not required. The ground floor should normally have a ceiling height of at least 15 feet. At the time of site plan review or Project Plan review, the Approving Authority may consider a lower ceiling height if appropriate in the particular circumstance. The upper floors may be additional retail, office, residential, or a combination of uses. If the building contains only residential units, the ground floor may consist of residential units, but should be designed to facilitate conversion to retail or other commercial uses.*

The ground floor of all five buildings will contain ground-floor retail. The heights on the ground floor will meet or exceed the 15-foot requirement. As stated above, the upper floors on Buildings “1” and “3” will contain office and hotel, respectively, and the upper floors on Buildings “2”, “4” and “5” will contain residential uses.

*Section 25.13.07.a.3: Facade – The façade design must be consistent with the standards set forth in subsection 25.13.05.b.2(a). Where the façade height exceeds 35 feet, the façade should include an expression line above the first floor level and a defined cornice line at the top of the façade wall.*

The Project’s building facades will meet or exceed the requirements of Section 25.13.05.b.2(a).

*Section 25.13.07.a.4: Fenestration – Generally, fenestration of the stories above the ground floor should be by individual framed windows. Continuous strip windows may be allowed by the Planning Commission if they are used to maintain compatibility with existing contiguous projects.*

The Project’s fenestration will comply with Section 15.13.07.a.4 by providing individually-framed windows or seeking Planning Commission approval for alternative treatments, if necessary.

*Section 25.13.07.a.5: Sidewalks – Where sidewalks must be built new or rebuilt as part of redevelopment, they should comply with the provisions of Section 25.17.05.*

All sidewalks in the Project will comply with section 25.17.05.

*Section 25.13.07.a.6: Parking – On-site parking must be provided in accordance with the requirements of Article 16. Parking must be located to the side or in the rear of the buildings unless ground floor retail is provided, in which case limited parking may be allowed in the front to serve the retail uses. Structured parking, either above or below grade, is preferred. Any parking structure facades visible from the street or a transitway must be treated in the same manner as the primary building facades. All parking must be screened to prevent vehicle headlights from shining into adjoining residential properties.*

The Project proposes to construct 1,358 total parking spaces. The MXTD Zone requires a total of 2,508 spaces, but permits shared parking reductions and allows the Mayor and Council to approve overall parking space reductions for a development located near metro stations, bus routes or public parking facilities. The Property meets this criteria, and the Applicant will request Mayor and Council approval of the parking reductions pursuant to Section 25.16.03.h.1 as part of the Project Plan Application. Furthermore, the vast majority of the parking spaces will be provided either underground or in fully-screened above-ground structures.

Furthermore, the Project will satisfy the “Additional Design Guidelines” for the Mixed-Use Zones as detailed in Section 25.13.06 of the Zoning Ordinance.

## II. The Project satisfies other applicable City laws.

The Project will be designed to satisfy all other applicable City laws. First, the Project will provide 12.5% Moderately Priced Dwelling Units (“MPDUs”), in full satisfaction of Chapter 13.5 of the City’s Code.

Second, the Project’s stormwater management plan will satisfy the requirements of Chapter 19 of the City’s Code with the amendments adopted by the Mayor and Council on June 7, 2010. To this end, the Applicant will submit a concept stormwater management plan that proposes environmental site design, including green roofs and bio-planters, to the maximum extent practicable. As required, the Applicant will submit an approved Stormwater Management Plan with the Project Plan Application.

Third, the Project will satisfy the Green Building Regulations of Chapter 5, Article XIV, Division 4, Section 5-324 as adopted by the Mayor and Council on May 10, 2010. The Project will achieve at least 25 points from the LEED 2009 rating system, and the Applicant will submit a LEED checklist with the Project Plan Application. Moreover, as referenced herein, the Project will exceed the City’s established energy conservation standards for the buildings proposed to be more than 120-feet in height.



Finally, the Project will satisfy the afforestation requirements of Chapter 10.5 of the City's Code amended by Ordinance No. 12-07. Compliance with this ordinance will be achieved through a mix of on-site plantings and fee-in-lieu, and the Applicant has previously submitted an NRI/FSD for approval. The Applicant will submit a concept landscape plan as part of the Project Plan Application.

**E. Adversely affect the natural resources or environment of the City or surrounding areas;**

The Property has no natural resources or environmental areas on site, and, accordingly, redevelopment will not impair any existing natural resources or other environmental resources. Rather, the Project will improve the local environment by installing a modern stormwater management system, vegetation and tree-cover in excess of what currently exists on site.

**F. Be in conflict with the Plan**

The Project satisfies both the general urban design and Property-specific recommendations of the 1989 Plan. As a general matter, the Property is located in the "Metro Performance District." At page 89, the 1989 Plan recognizes that "The Twinbrook Metrorail Station is an important asset in the Rockville Pike Corridor...[and t]he goal of the [Metro Performance District] chapter is to build upon the assets found in the area..."

The Project complies with the 1989 Plan's "urban design goals" for the Metro Performance District listed at page 89 as follows:

- "Promote the effective use of Metro and other transit facilities";

The Project will add transit-oriented development uses appropriate to take advantage of Metro and to promote economic return on investment in mass transit for this area.

- "Promote improved pedestrian circulation and develop open spaces to serve the needs of the workers, shoppers and residents";

The proposed open space and public use space will exceed the Zone's requirements. The inclusion of open and green space is a drastic improvement over the existing surface parking and single-story uses and will serve the needs of residents, workers, shoppers and visitors of the area by providing a green and open place for shopping and gathering.

- "Increase residential development within a range of housing types and income"; and

Included in the mix of uses for the Project are a mix of residential unit types with a range of price points (including 12.5% MPDUs), for persons of various income levels.

- “Establish an attractive and pleasant environment through the use of landscaping and coordinated amenities.”

The landscaping, hardscaping, streetscaping and amenities of the Project will create an attractive and pleasant environment for this area.

Furthermore, as demonstrated in the chart below, the Project complies with the relevant 1989 Plan site-specific recommendations at page 131.<sup>6</sup>

	<b>1989 Plan Recommendations</b>	<b>Proposed Project</b>
Use	Mixed-Use: Residential, office and retail	Mixed-Use: Residential, office, hotel, health club, restaurant and retail
Rockville Pike Build-to Line	135 feet	135 feet
Secondary Street build-to line	Place at least 50% of the lower floors of buildings at the build-to-line to create a street edge. Orient support retail to the street to maintain a consistent visual image at the level of pedestrian of activity. Residential units may be set back from the build-to-line above the first floor.	Consistent build-to-line and ground-floor retail proposed along Festival Street and Chapman Avenue. Proposed sidewalk retail and cafes to enliven and encourage pedestrian activity. Residential, office and hotel uses will be set back above the first floors.
Rockville Pike Streetscape	Streetscape, including landscaping, is recommended for Rockville Pike	Streetscaping, landscaping, open space and public use space is proposed along Rockville Pike
Mid-Block Vehicular Access	Mid-block vehicular access recommended	Mid-block vehicular access will be provided in the form of Festival Street

<sup>6</sup> The 1989 Plan includes certain site-specific recommendations that are no longer applicable. For example, the recommendation for “15-60 dwelling units per acre” was obviated by the rezoning to MXTD, which has no density cap. In addition, the “Halpine Promenade” and “Grade Separated Pedestrian Crossing at Halpine Road and Rockville Pike” recommendations are not relevant because they apply to the Diener Property along Halpine Road, which is not part of this development proposal.

Proposed Street Grid	Extension of Chapman Avenue and creation of "One Way West", east-west mid-block connection	Project proposes to extend Chapman Avenue in a more direct, westerly route to preserve direct access through the site and maintain the street grid. The Project also proposes an east-west "Festival Street."
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In addition, although not governing, the Project meets the "Development Principles" on pages 4.2-4.4 of the Draft 2011 Pike Plan. In particular, the Project will promote the following "Development Principles":

- "Quality architecture and urban design will create a visually appealing environment along the Pike"

By redeveloping single-story retail and surface parking with high-quality, mixed-use buildings constructed in a range of modern materials and architectural techniques, as well as landscaping and hardscaping, the Project creates a visually appealing environment along Rockville Pike.

- "Roadway and intersection improvements on the Pike will allow for smooth, safe vehicular flow."

The Project proposes expanding the Rockville Pike's street grid by constructing a new east-west Festival Street and north-south Chapman Avenue extension. This extended street network will allow for smooth, safe vehicular flow up and down Rockville Pike and between Rockville Pike and Twinbrook Metro Station, while also establishing development opportunities through the logical organization of the street grid.

- "The Pike will feature a safe and pleasant environment for walking and biking."

The Project creates a landscaped, pedestrian promenade along Rockville Pike and active streetscapes along Festival Street and the Chapman Avenue extension to facilitate safe and accessible pedestrian and bike linkages to the Twinbrook Metro Station. Installing landscaping and hardscaping improvements where only asphalt currently exists, helps to create a safe and pleasant environment for walking and biking along the Rockville Pike corridor.

- "The Pike will feature vibrant, walkable mixed-use developments."

The Project is a five-building, mixed-use development that will bring the correct mix of residents, office workers and retail/restaurant/health club patrons to activate the neighborhood and transform this section of Rockville Pike into a lively, successful and suitable transit-oriented "destination."

- “The economic success of Rockville’s Pike will be maintained by supporting both local and national retail and encouraging property redevelopment.”

Finally, by redeveloping this outdated retail strip with office, hotel, retail, restaurant, health club and multi-family residential uses, the Project both utilizes the Property to its highest and best use and provides the best environment to attract successful national and local retailers and other excellent end users.

In addition to meeting the Draft 2011 Pike Plan’s Development Principles, the location of Festival Street satisfies the proposed “South Pike” street grid and locating the landscaped pedestrian promenade along Rockville Pike preserves the City’s ability to expand Rockville Pike to accommodate the “Multi-way Boulevard”, if approved. Accordingly, the Project squarely conforms to the Draft 2011 Pike Plan’s vision for the future of Rockville Pike and does not limit or impact any future implementation of that Plan.

#### **G. Be incompatible with the surrounding uses or properties**

The Property is compatible with all surrounding uses and properties as they exist today and as they are planned to exist in the future. As a general matter, the closest, substantial, single-family residential neighborhood is located across the WMATA tracks and Lewis Avenue industrial complex from the Property. Therefore, the Project will have minimal impact on this neighborhood.

The existing surrounding area is generally described as follows: To the east is the WMATA tracks and the Lewis Avenue condominiums, which buffer the Property from the closest, substantial residential neighborhood, as discussed above. To the west is Rockville Pike and Congressional Plaza, which contains surface parking and single-story box stores such as Buy Buy Baby and The Container Store, as well as smaller stores and fast-food restaurants. To the north is Parcel 160, which is improved with single-story commercial uses and surface parking. To the immediate south is the Diener Property, which is also improved with single-story retail and surface parking. Just south across Halpine Road is the Twinbrook Station project, for which the City approved 1,596 dwelling units, 325,000 s.f. of office use, 220,000 s.f. of retail use, 2,409 private parking spaces and 1,151 parking spaces for WMATA commuters. When completed the Twinbrook Station project will have 18 buildings, of which two will be 170 feet in height and four others will be 130 feet in height. To date, the Alaire, a multi-family residential building with 279 units, is constructed and is being occupied by residents.

Furthermore, the zoning and City master plans provide significant future development opportunities along the Property’s southern, northern and western borders. The properties to the north and south are similarly zoned MXTD and could be redeveloped with the same densities and heights as proposed for the Property. The properties to the north, south and west are also

located within the 1989 Plan and the Draft 2011 Pike Plan. Both plans recommend mixed-use, transit oriented developments near the Twinbrook Metro Station. Therefore, the Project is a catalyst for the redevelopment and revitalization of this area consistent with the City's adopted vision for the Twinbrook Metro Station and its surroundings.

4. List of enclosures and attachments

Please find enclosed 12 sets of the required supporting information:

- (1) Completed Application for Pre-Application Meeting;
- (2) Check for the necessary filing fee;
- (3) Overall Site and Adjacent Area Plan, Preliminary Site Plan and Open Space and Public Use Space Plan prepared and sealed by a Licensed Land Surveyor or engineer;
- (4) Image showing Project Distance to Metro;
- (5) Residential Area Impact Analysis;
- (6) Project Impact Point System Calculation;
- (7) Letter of Authorization from Northwestern Mutual;
- (8) Transportation scoping intake form dated April 4, 2011;
- (9) Stormwater Management concept plan;
- (10) Copy of NRI/FSD as submitted to Forestry; and
- (11) Electronic Version.

Thank you for your attention to this matter. Should you have any questions or need any additional information, please feel free to contact us.

Very truly yours,

**LINOWES AND BLOCHER LLP**



C. Robert Dalrymple



Samantha L. Mazo

Enclosures

cc: Mr. Jeremy Hurlbutt (w/o enclosures)  
Mr. Jim Alexander (w/o enclosures)  
Mr. Tim Eden (w/o enclosures)  
Mr. Daniel Ashtary (w/o enclosures)  
Ms. Kathleen Kulenguski (w/o enclosures)  
Ms. Ines Vega (w/o enclosures)  
Ms. Nancy Randall (w/o enclosures)